

## **Amendments to the Claims**

This list of claims will replace all prior versions and listings of claims in this application.

### **Listing of Claims**

#### 1. (Currently Amended)

Motor vehicle (1), comprising an automobile body, to which is assigned at least one strut (4, 5; 7, 8), which has a part (4c; 5c; 7c; 8c) that can move longitudinally relative to the body as a result of longitudinal stress produced during the operation of the vehicle, wherein the longitudinally moving part (4c; 5c; 7c; 8c) can move relative to an energy converter (10; 10a; 10b; 10c; 11) that acts as a damper for passive inhibition of extension or compression of the strut, and that the motion of the strut part (4c; 5c; 7c; 8c) relative to the body can be braked and the kinetic energy of the strut (4; 5; 7; 8) can be at least partially converted to mechanical, electric or hydraulic energy by the energy converter (10; 10a; 10b; 10c; 11).

#### 2. (Previously Presented)

Motor vehicle in accordance with claim 1, wherein an energy storage device for energy produced by conversion of the kinetic energy of the strut (4; 5; 7; 8) is assigned to the energy converter (10; 10a; 10b; 10c; 11).

#### 3. (Previously Presented)

Motor vehicle in accordance with claim 1, wherein the energy converter (10a) has at least one contact brake surface (12; 13) that frictionally engages the moving part (4c; 5c; 7c; 8c) of the strut (4; 5; 7; 8).

4. (Previously Presented)

Motor vehicle in accordance with claim 1, wherein the energy converter (10b) has at least one pressure medium reservoir (16) that can be compressed by the moving part (4c; 5c; 7c; 8c) of the strut (4; 5; 7; 8).

5. (Previously Presented)

Motor vehicle in accordance with claim 1, wherein the energy converter (10b) has a fluid that can be moved by the moving part (4c; 5c; 7c; 8c) of the strut.

6. (Previously Presented)

Motor vehicle in accordance with claim 1, wherein the energy converter (10c) has a coil arrangement (18) that can be penetrated by the moving part of the strut.

7. (Previously Presented)

Motor vehicle in accordance with claim 2, wherein the energy storage device comprises a storage battery.

8. (Previously Presented)

Motor vehicle in accordance with claim 1, wherein the moving part (4c; 5c; 7c; 8c) of the strut (4; 5; 7; 8) constitutes at least almost the entire strut.

9. (Previously Presented)

Motor vehicle in accordance with claim 1, wherein the strut (4; 5; 7; 8) has a multipart construction and comprises parts (4c, 5c, 7c, 8c; 4d, 5d, 7d, 8d) that can move relative to each other.

10. (Previously Presented)

Motor vehicle in accordance with claim 9, wherein the movement of the parts (4c, 5c, 7c, 8c; 4d, 5d, 7d, 8d) relative to each other under stress can be more than a millimeter.

11. (Previously Presented)

Motor vehicle in accordance with claim 1, wherein at least two struts (4, 5 or 7, 8) are connected with each other by a common energy converter (11).

12. (Currently Amended)

Motor vehicle (1), comprising a supporting frame, which comprises at least one strut (4, 5; 7, 8), which has a part (4c; 5c; 7c; 8c) that can move longitudinally relative to other struts of the supporting frame as a result of longitudinal stress produced during the operation of the vehicle, wherein the longitudinally moving part (4c; 5c; 7c; 8c) can move relative to an energy converter (10; 10a; 10b; 10c; 11) that acts as a damper, by which the motion of the strut (4; 5; 7; 8) relative to the supporting frame can be braked, and the kinetic energy of the strut (4; 5; 7; 8) can be at least partially converted to ~~mechanical~~, electric or hydraulic energy.

13. (Previously Presented)

Motor vehicle (1), comprising an automobile body, to which is assigned at least one strut (4, 5, 7, 8), which has a part (4c; 5c; 7c; 8c) that can move longitudinally relative to the body as a result of longitudinal stress produced during the operation of the vehicle, wherein the longitudinally moving part (4c; 5c; 7c; 8c) can move relative to an energy converter (10; 10a; 10b; 10c; 11) that acts as a damper for passive inhibition of extension or compression of the strut, and that the motion of the strut part (4c; 5c; 7c; 8c) relative to the body can be at least partially converted to hydraulic energy by the energy converter (10; 10a; 10b; 10c; 11).

14. (New)

Motor vehicle in accordance with Claim 1, wherein the automobile body has an under-body, the strut being attached horizontally below the under-body.